

**MINUTES
SPECIAL MEETING/WORKSHOP
DOVER CITY COUNCIL
WEDNESDAY
NOVEMBER 3, 2004**

**6:00 P.M.
SPECIAL COUNCIL MEETING
CITY MANAGER'S OFFICE**

1. ROLL CALL

Those present: Councilors Trefethen, DeDe, Mayor Pro-tem Hindle, Mayor Myers, Councilors Lewis and Keays along with ACM Mike Joyal. Absent were Councilors Colwell-Ellis and Mayberry.

2. SWEARING IN OF WARD 6 CITY COUNCILOR

Robert Lewis was sworn in as the new ward six city councilor.

3. ADJOURN

Hindle moved seconded by Perry to adjourn with all in favor.

**NON PUBLIC SESSION
CITY MANAGER'S OFFICE**

Hindle moved seconded by Perry to go into non public session with all in favor.

The City Council will be meeting in non public session to discuss Personnel matters.

NOTE: This meeting is not open to the public per RSA 91-A:2 (c).

**7:00 P.M.
WORKSHOP
CITY COUNCIL CHAMBERS**

The Mayor welcomed Lewis as the newest member of the Dover City Council saying he was sworn in earlier.

1. PLEDGE OF ALLEGIANCE

Lewis led the Pledge of Allegiance.

2. DISCUSSION RE:

A. Downtown Traffic Study

Downtown riverfront redevelopment traffic circulation and parking study.

The Mayor opened the workshop stating that the Transportation Advisory Committee has been overseeing this project with Rizzo Associates for a year now with various workshop sessions. Mayor Pro-Tem Hindle stated they were presenting the final report of the process that began a year and a half ago in January of 2003 with a sub-committee of TAC where they have been planning with COAST bus, the Dover Main Street, Dover Planning,

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and the TAC. In a 6 month time frame that began in June, they put together an RFP process and went out to bid and in August of 2003 they chose Rizzo Associates to put together a comprehensive traffic plan and over the past year they have had over four sessions with public comment . Tonight we have Ned Codd of Rizzo Associates of Manchester here to present the new plan and then they will get some of the Council's feedback and then form an addendum to the transportation master plan that will be brought back for their continued approval.

He also thanked all those involved in the sub-committee including Dana Lynch, Steve Stancel and Bruce Woodruff for their work on this project.

Ned Codd with Rizzo Associates has been managing this study. Codd also thanked the planning department. He would like any questions held off until the end of his presentation. Councilor Mayberry arrived about 8:00 pm.

He reviewed the meetings and milestones so far and then presented a series of short term recommendations as well as long term study findings and recommendations. (See the manual in Council workshop folder of November 3, 2004). He gave the study scope of the project. Then he listed the key dates of the process starting with August 20, 2003 through September 29, 2004 with their findings and recommendations that would improve traffic safety and improve access to and from downtown Dover and reduce traffic congestion. He continued through the presentation which is also currently available on the city web site @ www.ci.dover.nh.us.

He explained the proposed traffic patterns that have been studied in the one mile square downtown area. He stated the problems that exist are mostly intersection and cross walk improvements. He also explained his solutions for short term and long term parking. Councilor Mayberry left about 8:10 pm

Lewis asked in terms of the study what is an average time delay in traffic in the worst case and medium case scenario. Codd explained that the level of service is the average delay that drivers would experience at a given intersection.

Lewis had several questions regarding traffic moving with no lights through by way of perhaps a roundabout or the like such as they have in Europe where he has just returned from.

Perry asked about the Washington, Locust and Central Avenue intersection, he sees most of the problems are that people stay in the right hand lane, is there some way to encourage people to double up on that lane.

There were several questions about the direction of traffic downtown, Codd was able to clarify some of the issues.

He continued one of the short term recommendations would be to change the Dover code to alleviate the daily parking shuffle. You could say you can have a total four hour limit parking in the down town area.

Hindle says he has had a few calls about the reasoning behind changing the light from First to Second Street near the Goodwill Industries and NH Liquor Store and why would Ned move it to Second Street. Codd says this is related to a pedestrian safety issue because of the high demand of walkers in that area. He clarified many of his observations with regards to traffic. Keays sees one of the recommendations is for two way traffic going down Central Avenue saying this is as it was when he was a boy. He also has a concern about delivery trucks on the avenue. Codd says they should be delivering from the side streets.

Lewis asked if we have a truck route in Dover. Codd says trucks typically use the state numbered routes. Keays asked is the avenue a state numbered route; Codd answered yes. Lewis asked in your study did you find many trucks with no origin or

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destination in the City. And secondly we would need to educate truck drivers to keep them on the numbered routes.

The Mayor asked about the transit loop grant in the amount of \$900,000, he understands that this is over a three year period and at the end of the three years are we currently collecting the auto registration surcharges and what happened to those projects and the transit route downtown; will we be redirecting this money. Woodruff, city planner came forward and explained for historic purposes, about the grant information and that COAST is paying for it, not the City. This is in the current CIP that they already have received.

Hindle stated this referred to 1999 and the funding source of the surcharge on auto registrations that the council adopted that has been building up since then.

Codd continued the presentation with his Long Term Recommendations saying it is about 5 – 10 years out and designed to improve traffic flow, downtown growth and vitality as well as providing access to the waterfront. Also the TAC along with Trefethen have seen an over view plan that the council will receive this evening.

They will be taking public comment for the next two weeks until November 17th and there is also a link on our web site at www.rizzo.com/dover.htm

Questions continued about the suggested angle on street parking in various locations. Hindle stated in the upcoming CIP process there are short term improvements that have been put in the years 06 and 07; he would like to present a package to the council for use in this time frame. Hindle thanked Ned Codd and Rizzo Associates for their work in the past 12 to 14 months. It is his hope that this council and future councils will take a serious look at this plan and that it will not be put on a shelf as other plans of this nature have been in the past. The plan and recommendations should be implemented. Trefethen stated he has seen this presentation 3 or 4 times now and his perception is different each time. While he is stopped in traffic he thinks of it and if it was implemented he would be able to do this or that new idea.

The Mayor thanked Codd also. He then asked Dana Lynch to come forward with his thoughts.

Dana stated this is his fourth opportunity to see this presentation and he supports the short term recommendations whole heartedly. He along with the waterfront committee also support the long term recommendations. He had brought the idea of the parking garage up before. The secret is the implementation of this plan and taking the steps slowly and involving everyone along the way.

Perry stated he sees no costs mentioned in the table of contents of the manual. Perry also wonders why the two way traffic plan was put off until the long term. Codd says there are cost recommendations. The over all change is in the long term because it will require more planning. And most of the short term measures are outside of the downtown corridor and most are cost effective. The estimates are on the conservative side and they could be done with a relatively low investment.

The Mayor thanked Codd for all his work.

2. ADJOURN

DeDe motioned to adjourn at 8:50 PM with Keays seconding the motion with all in favor.

Judy Gaouette
City Clerk

Quick, less costly Dover downtown improvements could come soon

By HIROKO SATO - Democrat Staff Writer

DOVER — The city could soon begin implementing some of the \$13 million in downtown traffic improvements recommended for the next decade, starting with quick and inexpensive ones.

The City Council held a workshop on the recently completed downtown traffic study on Wednesday night. Ned Codd from Rizzo Associates, a Manchester consulting firm hired for the one-year study, presented short- and long-term solutions to the downtown traffic bottleneck, which is expected to worsen because of urban sprawl and commercial developments.

Codd said short-term projects are those which the city can work on individually without affecting the overall scheme of traffic mitigation. These projects are mostly intersection and crosswalk improvements ranging in cost from under \$2,000 to \$128,000. They would take anywhere six months up to five years to implement.

Long-term solutions would take up to 10 years to carry out because of the magnitude of the projects and the costs. They include converting Central Avenue and Washington Street from one-way to two-way traffic, as well as construction of a \$7 million parking garage near the city-owned waterfront property.

The total cost of the projects is estimated for about \$13 million, including state projects and those that can be done by local businesses or public-private partnerships. When the long-term projects are complete, the downtown should be able to handle traffic needs to be generated from future development on the waterfront, according to Codd.

Mayor Pro Tem Jason Hindle, who serves as the Transportation Advisory Commission chairman, said he intends to propose some of short-term projects in next year's capital improvements program. He said the City Council will need to take a thorough look at a long list of recommended projects in the 154-page report and decide which ones should be implemented first.

Hindle said some intersections require urgent attention and he hopes improvements to Chestnut and Washington streets will be done quickly. Rizzo's recommendations for these streets include relocating a traffic signal at the First Street intersection to the Second Street intersection to improve pedestrian flow.

Rizzo also suggests installing a traffic signal at the Chestnut Street/Central Avenue intersection. Part of the Lower Square area could be also restriped to allow drivers coming out of Locust Street make a left turn onto Washington Street more easily.

Hindle also said he hopes future city councils will carefully look at the recommendations and carry through the projects.

Councilor Dean Trefethen, a Planning Board member, said the council will need to take time and think about the recommendations.

Hindle and Trefethen are familiar with the study as they listened to a similar presentation by Codd on Oct. 20 during the Transportation Advisory Commission's meeting. Other councilors received copies of the study report for the first time on Wednesday.

Dana Lynch, chairman of the Cocheco Waterfront Development Advisory Committee, said the group recommends all of the short-term and long-term solutions. He also reiterated the projects are needed regardless of what may or may not happen on the waterfront.

Codd said public comments are welcome until Nov. 17. Codd will then create a final study report and



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submit it to the City Council. The study report is available online at www.rizzo.com/dover.htm

The city's Web site at www.ci.dover.nh.us has a link to Rizzo's site.